

Intimations.

New Plant!
More Hands!!
Improved Processes!!!

Our Factory has become much too small. Orders have been pouring in like a flood. Our facilities were never so good as they are now. Our capabilities for handling a BIG trade never so complete as at present. Our system never so good. And yet with all this, and increased knowledge arising from previous experience, the flowing tide has so completely swept us along, we are well-nigh overwhelmed. New machinery, more hands, and further sub-division of labour are being actively carried out and vigorously pushed forward, and everything else we can do is being done. We shall soon be able to cope with any amount of new trade. Write us.

WATKINS,
LIMITED.

Revered Water Manufacturers.
Hongkong, 30th July, 1901. [744c]

COTTAM & Co.

JUST ARRIVED.
THE FAVOURITE SUMMER COLLAR.
12 INCH "LEADER."
BATH GOWNS.
OVERLAND TRUNKS.
Hongkong, 20th July, 1901. [671c]

Insurances.

"LUNION"

FIRE INSURANCE COMPANY, LD.
(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.
Claims settled direct without reference to the Head Office.

A. R. MARTY,
Agent.

Hongkong, 5th July, 1901. [712c]

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept FIRE, MARINE, TYPHOON, and ACCIDENT INSURANCE and FIDELITY GUARANTEE.
W. H. T. DAVIS,
Local Manager.

SIEMSEN & Co.,
10, Des Voeux Road, Central,
Hongkong, 24th May, 1901. [539c]

KELLY & WALSH, LD.

For the Rapid and Effective Despatch of your Correspondence
you should use

THE YOST TYPEWRITER.

Catalogues and Full Particulars
upon Application.

Hongkong, 29th July, 1901. [690c]

A. CHEE & Co.

17A, Queen's Road, Central.
ESTABLISHED 1859.

FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and
Hotels in Hongkong.

Hongkong, 25th July, 1901. [777c]

WILLIAM POWELL, LIMITED,

GENERAL DRAPERS AND GENTLEMEN'S OUTFITTERS

OF
QUEEN'S ROAD CENTRAL.

Are now showing a Large and varied Stock of
SUMMER DRESS MATERIALS, SILKS, RIBBONS, LACES, HOSIERY, GLOVES, &c.
MILLINERY.

Latest London and Paris Fashions constantly arriving, inspection invited.

R. G. HECKFORD,
Manager.

OLD MATURED

JOHN WALKER WHISKEY,
FROM THE FAMOUS
KILMARNOCK DISTILLERY.
THE FAVOURITE WHISKY IN THE OLD COUNTRY.
ASK FOR IT!

Hongkong, 22nd July, 1901. [776c]

To-day's
Advertisements.

THEATRE ROYAL,
CITY HALL.

AUSTRALIAN VAUDEVILLE AND
SPECIALITY COMPANY.

TO-NIGHT!
TO-NIGHT!

AND EVERY EVENING:

COMPLETE CHANGE OF
PROGRAMME.

BOX PLAN now Open at ROBINSON PIANO
Co.

PRICES:—\$3, \$2, \$1.

Soldiers and Sailors in uniform half-price to
Back Seats only.

NOTE.—A Special Train will leave every Even-
ing 15 minutes after fall of curtain.

Doors Open 8 P.M. Overture 9 P.M.

Mr. J. FRANK FINLAY Business Manager.
Mr. W. H. BROWN Representative.

Hongkong, 3rd August, 1901. [807c]

SANITARY BOARD.

OWNERS of HOUSES situated in the
Eastern Division of the City of Victoria,
and in the Eastern Division of Kowloon,
who have not had their Premises LIME-
WASHED and CLEANSED in accordance
with Law, are reminded that the period during
which this work should be FINISHED ends
on the 31st day of AUGUST, 1901, and the
Sanitary Board being convinced of the necessity
of Cleanliness in its efforts to Stamp out Plague,
is determined to rigorously prosecute any
owner in default after the above named date.
The Eastern Division of the City lies to the
East of Garden Road. The Eastern Division
of Kowloon is all that part of the Kowloon
Peninsula to the East of Robinson Road and
includes Hung Hom and part of Tsing Sha Tsui.
By Order,
G. A. WOODCOCK,
Acting Secretary.

Sanitary Board Office,
1st August, 1901. [832c]

COMMERCIAL UNION ASSURANCE
COMPANY, LIMITED.

ASSETS EXCEED\$50,000,000

IN Accordance with Instructions received
from the Head Office of this Company, a
Branch of the
ACCIDENT DEPARTMENT
has been opened in Hongkong. Policies can now
be obtained for FIRE, MARINE, TYPHOON,
and ACCIDENT INSURANCE and FIDELITY
GUARANTEE.
W. H. T. DAVIS,
Local Manager.

SIEMSEN & Co.,
10, Des Voeux Road, Central,
Hongkong, 23rd May, 1901. [539c]

To-day's
Advertisements.

IN THE SUPREME COURT OF
HONGKONG.

THE SPECIAL CRIMINAL SESSIONS
of the SUPREME COURT will be held
on TUESDAY NEXT, the 6th day of August,
1901, at 10 o'clock in the Forenoon.
By Order of the Court,
J. W. NORTON-KYSE,
Registrar.

Hongkong, 3rd August, 1901. [831c]

WANTED.

AN EXPERIENCED EUROPEAN
LADY to manage a BOARDING HOUSE.
Apply to
"B,"
C/o Hongkong Telegraph.
Hongkong, 3rd August, 1901. [833c]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR HAIPHONG.

THE Company's Steamship
"HAILONG,"
Captain Bathurst, will be despatched for the
above Port, on MONDAY, the 5th instant,
at 11 A.M.

For Freight or Passage, apply to
DOUGLAS LAIRAIR & Co.,
General Managers.
Hongkong, 3rd August, 1901. [834c]

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"LIGHTNING,"
Captain J. G. Spence, will be despatched for the
above Ports, on WEDNESDAY, the 7th instant,
at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 3rd August, 1901. [837c]

"SHIRE" LINE.

FOR SAN FRANCISCO.

THE Steamship

"FLINTSHIRE,"
Captain Dwyer, will be despatched for the
above Port, on THURSDAY, the 8th instant,
at 4 P.M.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 3rd August, 1901. [818c]

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA,"
Captain J. McArthur, will be despatched as above
on FRIDAY, the 9th instant, at 5 P.M.

The Attention of Passengers is directed to
the Excellent Accommodation provided by this
Steamer. She is fitted throughout with the
Electric Light and is supplied with a Refrigerating
Chamber.
A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 3rd August, 1901. [823c]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS).

THE Steamship

"COROMANDEL,"
Captain F. W. Vibert, R.N.R., carrying His
Majesty's Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 17th instant,
at Noon, taking Passengers and Cargo for the
above Ports.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay with Transhipment.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 3rd August, 1901. [8c]

Intimations.

AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.
Ladies and Children's Under-clothing, Men-
den's Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.

The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.
Hongkong, 22nd April, 1902

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public
Generally that I have REMOVED my
Stores from No. 13 to No. 5, D'AGUIAR
STREET.

H. RUTTONJEE,
5, D'Aguiar Street.

Hongkong, 27th April, 1900. [54c]

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

SCOTCH
WHISKY.

WATSON'S VERY OLD
LIQUEUR SCOTCH WHISKY.

E
BLEND.

Pronounced by Connoisseurs to
be the BEST BRAND in the FAIR
EAST.

Per Dozen \$15.00

The following Blends are also recom-
mended, and are unpurged in
quality:—

A.—THORNE'S BLEND \$10.80

B.—GLENORCHY, MELLOW
BLEND, a fine "Soda"
WHISKY of great age... 10.80

C.—ABELOUR-GLENLIVET 12.00

D.—H.K.D., BLEND, of the
Finest Old Malt Scotch
WHISKIES 14.40

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, SATURDAY, AUGUST 3, 1901.

NOTES AND COMMENTS.

French Interests.

That the French have been particularly
active of late in trying to "create interests,"
nobody who has watched the general trend
of events can for a moment doubt. In
Southern China in particular they have been
anxious to earmark the country as their own
particular sphere of interest or influence,
and for this purpose they have done many
things. Amongst these are the placing of
gunboats on the Canton waterways and up
the West River, and great anxiety on the
part of the French to be first everywhere was
well illustrated the other day, when the *Robin*
raced a French river gunboat to Nanning.
In Canton the French have established a
Post Office, with pillar boxes scattered widely
through the native city and connected with
a subsidized mail service to Hongkong; their
hospitals are being rapidly extended and so
are their schools, and the French Consul and
his nationals are trying to boss things gene-
rally, as our American cousins would put it.
Not content with this, the Chinese are en-
couraged to put their boats under the French
flag, and we are told, when objections were
raised the other day to boats Chinese owned
and Chinese manned flying the tricolour, the
difficulty was overcome by adding stars to
the flag, and the boats continued running to
all intents and purposes under the French
flag.

Now, according to our Shanghai Corres-
pondent, France wishes to earmark the
Grand Canal by obtaining the exclusive
privilege of running steam vessels upon it,
which will of course, make it nothing but a
French waterway. But, unfortunately for
France, the Grand Canal runs through Shan-
tung, which Germany has been pleased to
regard as her own particular sphere of in-
fluence, and so it is hardly likely that
France will be allowed to do as she pleases
in this respect. Another little point which
France also seems to have overlooked is,
that the Grand Canal runs parallel with the
coast of China for a very considerable dis-
tance, and that any exclusive rights granted
to France upon it will be apt to lead to
complications with the other Powers, who
are interested in this particular region.
Such a concession would be very nice for
France, but other folks would want to know
where they were to come in.

REUTER'S TELEGRAMS.

THE AMERICAN STEEL STRIKE.

LONDON, August 1st.

The strike of American Steel workers is
still unsettled.

THE SITUATION IN THE
BALKANS.

The *Times* reviewing the situation in the
Balkans, says that unusual anxiety is dis-
played at Vienna.

BOERS ENTER PORTUGUESE
TERRITORY.

A Boer commando has entered Portuguese
territory, it is believed in search of supplies.

LATER.

THE WAR EXPENDITURE.

Sir Michael Hicks-Beach states that it is
believed the sum already voted for the war

in South Africa will suffice until January
next, and possibly to the end of the present
financial year (31st March, 1902.)

THE THIBETAN MISSION
TO RUSSIA.

The Thibetan mission has left Moscow,
homeward bound.

WEATHER REPORT.

The Observatory report says:—

On the 3rd at 11.10 a.m. the typhoon centre
entered the coast this morning at 9 o'clock, just
to the North of Foochow. Strong cyclonic
winds and gales are blowing along the China
coast between Shanghai and Hongkong, and
strong S.W. winds in the N. part of the China
Sea. Forecast:—Strong S.W. winds; squally,
probably some rain.

LOCAL AND GENERAL.

INWARD Parcels by S.S. *Massilia* are now ready
for delivery.

MR. G. Girault's shop will be worth visiting
next week when he receives the shipment
coming along. Something extra special will
be shown.

THE tie between the Royal Welsh Fusiliers
right wing and the B team of the Victoria
Recreation Club at Water Polo will be played
off on the 7th instant at 5.30 p.m. Other
games will follow on the 8th, 9th, and 10th.
The annual aquatic sports of the Club will take
place on the 5th, 6th, and 7th.

THE Band of the Madras Light Infantry will
play at the Hongkong Hotel this evening, from
8 p.m. to 9.30 p.m.

PROGRAMME.

Overture "Tancrède" Rossini.
"The Song of the Lark" J. S. Bach.
Waltz "Dances Souvenir" Waldteufel.
Selection "Marino Faliero" Donizetti.
Song with voice "Lullaby" Sullivan.
Selection "Iolanthe" Sullivan.
"God Save the King."

A LAWYER at Colombo, named De Livera,
narrowly escaped, the other day, heavy loss at
the hands of his dhoby. On returning home
he through forgetfulness left in his coat pocket
250 rupees in notes belonging to a client. The
next morning, the soiled linen, including the
coat, was given to the family dhoby to be taken
away. Just before the dhoby left, the client
called for his money. The lawyer then
suddenly remembered that he had left
the money in the coat. The dhoby denied
all knowledge of the money. But he had
been seen examining all the pockets of
the wearing apparel before the account was
given. On further search being made, the
coolie who had brought the linen was found
awaiting his master outside. On examining
the man the whole bundle of notes wrapped
in a handkerchief was found on his person tied
round his waist. The dhoby had given it to
him to be kept. The dhoby in the meantime
finding matters getting warm decamped, leav-
ing the poor coolie, who was taken into custody.

It is not often that the London County Council
errs—if it errs at all—on the side of master-
ly inactivity, says the *Pall Mall Gazette*; there
is little of the spirit of Melbourne's "Can't you
leave it alone?" about our municipal magnates.
Lately, however, the Council pronounced
against the proposal that every motor-car
should be compelled by law to be registered
and to carry a number in a conspicuous posi-
tion for the purpose of facilitating recognition.
We must confess that we do not see why the
owners of these vehicles should feel insulted
by the regulation suggested. We contend,
furthermore, that in the interest of public safety
something of the kind is required. It is all
very fine to say that the driver of a motor-car
is bound to stop when called upon to do so by
a policeman or by any person in charge of a
respective horse. The point is that neither the
constable nor anybody else has the power to
enforce compliance on the part of the swiftly
steaming "snorter," which can vanish into
space beyond the power of identification.
Which obviously is not right.

For the part fortnight, says the *Morning
Leader's* Berlin correspondent, writing at the
end of June, a long Chinaman's pigtail has
decorated the walls of the casino belonging to
the non-commissioned officers of the Gardes
du Corps in Potsdam. The pigtail was brought
back by a "China warrior," who had been
invalided home, and who thus kept a promise
made before he left for China to a friend in the
Gardes du Corps to bring back a Chinaman's
pigtail as a trophy. The "warrior" in question
then, when forwarding the trophy to Potsdam,
that he had not cut off the pigtail himself, but
that he had captured the original wearer of it.
He secured his prize by the end of his pigtail,
and made him trot along by the side of his
horse. To his dismay he soon discovered that
although he still held the pigtail in his hand,
his prisoner had disappeared. The latter had
"preferred to sacrifice his head decoration,"
which is most precious to a Chinaman, rather
than fall into the hands of the Germans.
"Who would have thought," concludes the
humorous "warrior," "that the Chinese prepare
for the worst by secreting a pair of scissors on
their person?" For the Germans this is a
matter for jest, for Chinamen it is real earnest.

I WONDER (says *Truth*) whether the great gift
the Steel King has made to Scotland will prove
a benefit or the contrary. One must not be
bigoted to any opinion. But I am always afraid
that quails falling roasted from heaven into
open mouths may cause indigestion. The
Scotch are what they are entirely through
their own qualities. They evolved Knox, and
he evolved parish schools, of which they all
took advantage. I was talking to a Russian—a
cosmopolitan in his direct knowledge of all the
lands and peoples on the face of the globe—
about the yellow question and race competition.
He said if the English business houses only
employ Scotch travellers at low fixed salaries
and high percentages on orders obtained, they
will hold the markets. He had often watched
Scotch agents at work in China. They were
not good linguists. But they always knew
enough to make themselves understood and to
be able to understand rebuffs and turn a deaf-
ear to them. Jews could do nothing where
Scots did well. They had more patience than
Americans, and were just as shrewd. An
American got tired or restless and went off. A
Scot stood his ground and succeeded. This
Russian thought the Scotch the most brainy
race he knew. There was no race that could
live on 50 little. Their not being the slaves of
their stomachs gave them the advantage of the
English, and the American, who must have
square meals, eat at their own hotels and
board at home.

The Post Office will be closed on Monday,
the 5th instant, (Bank Holiday), except from 8
to 9 a.m. Correspondence for local delivery
may be posted up to 9 a.m. The Night Box
will be left open. The Money Order Office
will be entirely closed.

The typhoon, which Mr. Figg so kindly landed
near Foochow for us, seems to be rattling the
Colony up a bit and setting the dust flying this
afternoon, but we want rain more than wind,
and this afternoon's wind is not a good brand.
It is too hot and makes one perspire all the
more directly one gets out of it. If only a
little rain would come along it would be hailed
as a blessing by everyone.

The very latest thing in London in the way of
women's fashions is a beaded chain to hang round
the neck, and really they are very pretty. Messrs.
W. Powell, Ltd., have just received a shipment,
and report them as selling like ripe cherries.
Also a consignment of chiffon ruffles,
another new craze. The ladies of Hongkong
cannot grumble at not being up to date when
they have Messrs. Powell's stock to select from.
Do not forget the store will be closed at
2 p.m. on Monday next on account of the
holiday.

THE Star Ferry boats been having a bad time
of it to-day. There was a tide running like a
mill-race and a strong wind in its favour part
of the day, which made getting alongside any-
thing but an easy matter. Then it was that the
effect of the master mind was seen, for the
boat which was lucky enough to have the
European overseer on board came alongside
the wharf with comparative ease, while the
others puffed and struggled for several minutes
at the end of a long haul before they could
be prevailed upon to come to the wharf.

WE have received the prospectus of a Com-
pany to be styled "Hotel Craigieburn Ltd." It
is stated that the company has been found
to acquire and extend the existing Craigieburn
Hotel, and, we should think, will prove a
success, as hotel accommodation is urgently
wanted in Hongkong. The hotel rooms for
living purposes only number 18, naturally
always full, and it is proposed to add 22 more
rooms. This hotel, in a fine situation on the
Peak, will, it is pretty certain, never suffer from
want of visitors and residents.

MR. STEAD, in the *Review of Reviews*, says:—
"Mr. Astor, by the might of his millions, sup-
plants the Duke of Westminster at Cleveland.
Mr. Carnegie establishes himself at Skibo. Mr.
Phipps, of the Carnegie firm, succeeds Lord
Lyton at Knebworth; and even Mr. Croker
establishes himself in his modest retreat
in King Alfred's. Advantage. As it is
with palaces and castles, so it is likely
to be in ever-increasing ratio with titles and all
manner of brie-a-brac. If we produce from
field, factory, or mine nothing which the
Americans care to take in exchange for their
commodities, we have a few crowns and
cocolets left in the Old World, and it will take
some time before all the treasure-trove of
centuries goes up the spout to pay our debts to
the New World."

MR. Labouchere, writes in *Truth*: "All per-
sons of sense must desire that cremation should
replace burial. I am glad therefore, to hear
that a London Cremation Company has been
started under the auspices of Sir Henry Tom-
son, who has so long and so ably advocated
that mode of disposing of corpses. The crema-
torium is to be built on a freehold site
within five miles of the Marble Arch, and there
are to be columbaria for the reception of
cinerary urns. I should think that the com-
pany is likely to be a commercial success. If
I have any voice, after I am dead, in the se-
lection of my last home, and I happen to die in
London, I shall certainly raise it in order to
secure a niche in the columbaria. [Probably
Mr. Labouchere will be quite warm enough
hereafter without going to the expense of
cremation.—Ed., H. K. T.]

HONGKONG SHARE MARKET.

HONGKONG, Friday, August 2nd.
Messrs. Benjamin, Kelly and Potts, in their
weekly share report state:—

During the past week little or no improve-
ment in the volume of business done has to be
chronicled and there is hardly any change in
the position generally. The Hongkong and
Shanghai Banking Corporation has advertised
its Ordinary Half-yearly Meeting for the 17th
August. The transfer books will be closed
from the 3rd to 17th instant, both days inclu-
sive. Banks.—Hongkong and Shanghai Banks
continue to rule weak with sellers at 39½ per
cent. premium. The latest quotation from
London is 36.10. Marine Insurances.—
With the exception of a small sale of North
China at 175, there is no transaction to
record in stock and this heading. Fire In-
surances.—Hongkong Fire has been placed at
34½ and is still offering. China Fire has
changed hands and have further sellers at 84.
Shipping.—Hongkong, Canton and Macao
Steamboats have found buyers at 53½. The
Company will pay a dividend of 10% (\$14) for the
current half-year. Indo-China has been book-
ed at \$139 and \$140 but close quieter at the latter
price. Douglas Steamships have been dealt
in at \$55 and more shares can be had at \$54.
China and Manila are procurable at \$62. Star
Feries continue in request at \$24 for the old
and \$3

respectively. Ropes are procurable at \$171. Fees have been bought at \$185 ex the dividend of 54 paid on the 29th ultimo, and are now enhanced for \$187. Daily Farms are unchanged. Manila Investments are offering at \$50.

THE HONGKONG POLICE.

The police are losing a good man and the public a good servant in the resignation of G. S. Foden of Tsin Sha Tsui, P. C. 131. A man with a flawless record, a thorough seaman, experienced as a wander in the gulf, in fact just the class of man that is wanted, that every effort should be made to get and when got, to keep. It is significant that all the latest resignations should be from men of good character. If the scallwags of the force resigned it could be understood, but it is a sorry thing to think the honest, steady pains-taking class are leaving and the force losing that leaven of good fellows that in time leaveneth the whole. What can be the reason that an officer on a small salary prefers to pay \$450 out of his slowly amassed savings and give three months notice so as to get out of a service in which there is neither honour nor adequate remuneration. What encouragement is there for a member trained for the sea to whom, going aloft, taking his trick at the wheel or in the chains is child's play to have a man pithforked into a position above him (and mind you a first class Inspectorship) to teach him seamanship at the same time that the constable has to teach the Inspector police work? We challenge any petty officer in any Navy in the world to come out and show Inspector Gould, Sergeant Kerr, Ashmore and Birchall their duty. And its tough on Riley; the mere fact of his appointment prejudices the force against him even if he knew anything. Our sympathies are with this gentleman. The whole arrangement shows a want of tact and an utter disregard of other men's feelings on behalf of the authorities, resulting in the falling out of such men as S. S. Foden, who can earn more money, be treated as a man and not as a child in a new sphere of life.

WISE AND OTHERWISE.

The scare occasioned by the "Glory" sudden departure of three vessels. Scare. and the non arrival of the "Glory" must have come as a perfect God-send to your newspaper folk, Mr. Editor. What a treat it must have been to you to have something to write about, other than the misdeeds of the Government and the Sanitary Board. It is strange that nobody here should even be able to guess at the reason of this sudden move on the part of the Admiralty, but I suppose it will all leak out in time. I have heard all sorts of places named as the scene of disturbance, from Hainan in the South to Port Arthur in the North, and even 'sleepy old Macao' has been credited with being about to awake to a furious attack from the mainland. What does it all mean?

I was very agreeably surprised at the Vaudeville show, to which I went on the opening night. I had one thing to object, to though, and that was the presence of a party of four men in the dress circle who made a lot of noise and prevented other folks from hearing properly. They were dressed as gentlemen too, except for the fact that they were disguised in liquor. Now why cannot these people behave decently at a theatre or if they are so overcome by the exuberance of their own and others' stupor, they only make a nuisance of themselves, and what delight a bald-headed man can find in rattling an empty tin like a baby, I quite fail to see. Doubtless the whole four thought themselves very funny indeed, but others thought them unmitigated bores. We have too many of this class in Hongkong, and they want sitting upon.

I see you have been severely Tommy's Beer taken to task, Mr. Editor, for and fair. Trespassing upon Tommy's beer and hair and have been advised to keep your own on. As a matter of fact this is rather good advice, I think, for editors are generally bald, except, of course our Hongkong ones. I took your advice the other day and went and tried some Canteen beer. I found it a really good tipple, but when I came out in the sun afterwards I felt considerably "heady" and can quite understand that it is not a good drink for a man who has to be in the sun much. As for Tommy's hair, it would be disgusting if he were allowed to grow a head of it like Paderewski or Hall Caine. He (Tommy) looks very well as he is, and I don't want to see him with five or six inches hanging down his back. It might give him more to leave with the Hongkong girls when he goes, but I don't think it would protect him from sun or heat stroke.

Why is it that whenever a lady Why? clad in short skirts has a song to sing on the stage, she invariably clutches her dress with her left hand in front and hoists it a few inches, so as to display a certain amount of very nicely filled petticoat? Ninety-nine out of a hundred short skirted lady singers do this. Is it laid down as a hard and fast rule of the stage or what? Why don't they lift the dress behind, or to the right sometimes for a change? A friend suggested that they were all retained as advertisements by clear-sighted establishments, but I am afraid this is not the explanation.

Those Guides. I see the Star Ferry Company have decided to give up their double-enders as pile drivers at the Ice House Street Wharf, and have increased the height of the wharf. It strikes me that the same guides will swallow up a great deal of the boats' earnings, for they seem to be constantly in need of repair. From the way the new quartermaster in charge handles the launches, I should think that the placing of a European in each would obviate the necessity of any guide whatever and, in all probability, the cost would be less.

As the English are cordially How John detested, as a nation, if the Repays Con-truth were spoken, so is the tempt. Chinaman individually. The Indian's opinion of John Chinaman is only equalled by John's opinion of the Indian. The Australian with lively recollections of collarless shirts coming from the wash finds in China he is fortunate if the shirt comes back at all, fitted as it may be by being worn by an Eurasian for a week. The German treats him with stolid indifference and uses him for purposes of trade; while the Frenchman, detesting the man, consoles himself by loving the women. The dislike of the Scotchman is the most unaccountable thing; for there should be a bond of sympathy between the two nations, seeing the similarity in their national music. And last of all the Chinaman broods over these matters and ruffles quietly to his house, cuddles his lovely little wife, nurses his laughing little baby, and leisurely thinking, hatches schemes, forms plots, devises methods and gets there every time.

GILAH.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

HUNGRY!!!

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR,—May I respectfully suggest that a public subscription should be arranged in order to assist some of the starving N. C. Os. of the Garrison? The Staff Mess in particular, I believe, is famine stricken, no food whatever having been obtainable there.

Appendix to-day's Menu—

Breakfast Aqua ad lib.
Dinner do.
Tea do.
and so on "ad nauseam." They are absent minded beggars though their mess is like a club, and though they've lots of liquor, they've precious little grub.

Duke's sons, Cook's sons, sons of the Lord knows who.

Thirty starving N. C. Os. come up to mess each day.

Nothing to eat when they do get there, but they swear until all is blue.

They pull out their cash for the mess fund's sake and pay! Pay! Pay!

STARVING MEDICO.

Hongkong, August 3rd, 1901.

AT THE MAGISTRACY.

STEALING COAL.
Chan Cheung was given 50 lbs. of coal, so he said. L. S. J. Quinn thought otherwise. \$10 or three months. Paid up.

IMPUDENT ROBBERY.

Captain Merlees of the S.S. *Hailan* found his other shirt missing, also a singlet and two belts. Ip Sin Lu has a liking for Western style of dressing and got 3 weeks' hard labour for giving way to his little failing. Captain Merlees' gain is Lu's loss.

GAMBLING.

Inspector McDonald and P. S. A. Gordon had a small tribe of men up for gambling and all were fined. Under the efforts of the police, this mania for gambling will surely be stamped out in about 2,000 years.

DRUNK.

Thomas Davis had been in the sun, and was fined \$5 for being disorderly at the Kowloon Ferry pier.

SALUTARY PINE.

It is not everyone who will take the trouble to charge a jekshan man, but Mr. E. Bookelman of the Western Hotel did. The coolie refused to accept his proper fare and was fined \$1. We should like to see more of these cases.

PLAGUE AT KARACHI.

We have received the following information from the Colonial Secretary's Office:—(With reference to Government Notification No. 402 of the 25th instant it is notified that telegraphic information has been received from the Government of India, that between the 10th and 22nd instant three cases of Plague and one death have occurred at Karachi.

THE PLAGUE.

Number of cases reported { Chinese.....1,520
up till noon of the 2nd { Other Asiatics 51
August, 1901 { Europeans.....30
Number of cases reported { Chinese.....2
during the past 24 hours { Other Asiatics 0
Europeans.....0

Total number of cases reported to date 1,603.

Number of deaths reported { Chinese.....1,482
up till noon of the 2nd { Other Asiatics 34
August, 1901 { Europeans.....11
Number of deaths reported { Chinese.....2
during the past 24 hours { Other Asiatics 0
Europeans.....0

Total number of deaths recorded to date 1,529.

Since noon on Saturday last the cases and deaths are—

Cases Chinese.....12
Other Asiatics.....0
European.....1

Deaths Chinese.....11
Other Asiatics.....0
European.....0

Total.....11.

The plague returns for last week were—
Cases.....19
Deaths.....20

Miss Herbst is progressing favourably and hopes to be out next week. Her tardy recovery is somewhat due to the trying weather experienced lately.

One death from plague (Chinese) is reported from No. 6 Morrison Hill Road. Let us hope this body of buildings will not develop into a second Wild Dell.

CANTON NOTES.

RICE HARVEST.

(From Our Own Correspondent.)
CANTON, August 2nd.

A large part of the rice has been harvested. The crop is a good one. The heavy rains knocked a good deal of it down and cutting was made difficult. Wages are high. A few years ago all the help that was wanted could be had for fifteen cents a day. Now the lowest wage paid is thirty-five cents a day and many farmers are paying as high as sixty cents.

THE WEATHER.

After the heavy rains we are having a warm dry spell. The streets were badly flooded for several weeks, but the water has lowered considerably. The drains in the city have been well flushed, which should go a good way towards improving the health of the people. The attempt to clean the streets does not seem to be very successful. However, a beginning has been made and in time we may see some improvement.

THE NEW WHARF FIGHT.

I have already written of the various attempts to stop the building of the new wharf. This is now finished, but the people in the neighbourhood are not satisfied. They now complain that the owners of the wharf have encroached on land belonging to the street. A petition has been sent to the Nain Iloi asking that compensation be made or that part of the wharf be removed.

RIVER PIRATES.

The river pirates in the Nam Hoi and Shun Tak districts are very busy. Their latest move is to levy toll on all boats passing certain points. The officials have been appealed to put a stop to them, but so far have taken no action. A number of boats have agreed to pay the contribution demanded.

THE AUSTRALIAN VAUDEVILLE CO.

It is to be hoped the heat will moderate a little by to-night, when the above Company may be expected to have a big house. A complete change of programme is to be provided, and it is whispered it is even better than the opening list of terms. Last night the attendance was poor, but, barring some nincompoops, who might have graced a dog fight but were out of place amongst decent people, everything went off very well. Miss Beatrice Ward was in happy vein and sang her best, and looked her nice. Her rich, powerful soprano was heard to great advantage in her two songs and encores, and she is to be congratulated on making every effort to please a small audience, the same as she would a large one. The same cannot be said of some other members of the troupe. Miss Verne was vociferously applauded and is predicted to be "catching on."

RUSSIA AND TIBET.

The intrigues of Russia in Tibet will shortly bear fruit in the arrival of the Special Mission sent by the Dalai Lama to St. Petersburg. It was only last October, says the *Globe*, that an envoy from the Dalai Lama was received by the Czar at Livadia, so that it is rather difficult to see what object the Russians have in these repeated communications with the Tibetans which they are so desirous to have. But whatever the ostensible reason may be, there is very little doubt what the Czar's Government really is aiming at. Soon after the Dual Alliance was formed a plan was conceived by which India might be cut off from its hinterland by joining the Russian and French possessions in Central Asia and Tongking through Tibet and Yunnan. By this means not only India but also Burma and Siam will be cut off from all trade with China and the north, and Siam will be easily absorbed by France. To achieve this object Tibet is being frightened with the English bogey, and the Dalai Lama is being persuaded that the only hope for him against English designs is a Russian protectorate over the country. The present condition of China is Russia's opportunity, and by the old device of repression, which was the policy of the late Emperor, she hopes to get a foothold in Tibet. With France in Yunnan and Russia in Tibet the chain will be complete from the Baltic to the Gulf of Tongking, the British possessions in Asia will be cut from their legitimate trade with China, and a vast stride will have been made towards the complete absorption of the Celestial Empire.

CHINA OUTRAGES.

SOMETHING OF A SCENE took place in the Chamber to-day when in connection with the demand of the Government for a supplementary credit for the Chinese expedition, M. Marcel Sembat made a violent attack on the entire French policy in China, and declared that France was wretchedly weak in entering her way into a country which had given repeated proofs of its unwillingness to receive western civilisation. He concluded with a categorical list of charges of outrage against European troops, which if only for the honour of France, demanded special inquiry.

These statements caused great sensation, and the Minister of Marine warmly took up the cudgels in defence of the French troops, saying it was easy to sit at home and condemn men inflamed with the heat of battle. He confessed, however, that an inquiry had been ordered into certain alleged cases of outrages, but these only numbered 30 at most. An indescribable tumult ensued over the subject of what ought to be France's policy in China, for there were several deputies of M. Sembat's way of thinking, but eventually the credits were voted by a big majority—*Morning Leader* Cor.

LATEST SEEKERS AFTER THE NORTH POLE LEAVE DUNDÉE.

The auxiliary wood-n barque *America*, conveying the members of the Baldwin-Ziegler Polar expedition, has started on her quest for the North Pole, says the *Morning Leader* of the 5th ulto.

The *America*, an ex-Scottish whaler, which is well adapted for exploration purposes, has been equipped for a three years' voyage and will make a short stay at Tromsø, where 400 Eskimo dogs and 15 Siberian ponies will be taken on board.

Accompanied by two store ships, the *Fridtjof* and *Belgica*, the *America* will head for Franz Josef Land, where the base of the expedition will be formed. During the open season the vessels will push as far North as possible, and on the approach of winter the *Fridtjof* and *Belgica* will return to Norway, leaving the *America* to winter in the Arctic. Mr. Baldwin intends to explore the territory lying north of Franz Josef Land, and make a dash for the Pole from the most northerly point of the land.

The *America* is commanded by Capt. Johannsen, a Norwegian who has had a large experience of Arctic life. The crew number 43, and are all picked men, being for the most part Americans and Norwegians of fine physique. There is also a large scientific staff on board. The departure of the *America* from Dundee was witnessed by a crowd of people, among them being several ladies and gentlemen who had travelled from America. Mr. Baldwin, before the vessel sailed, said he felt confident of penetrating and covered land around the Pole.

RUSSIA AND THE U. S. A.

THE TARIFF QUESTION.

Speaking on this subject the New York Press says:—
"Let us make no mistake about it; the two great tendencies which are to wrangle for the mastery of the East are American trade expansion, seeking the preservation of the Chinese empire, and Russian territorial annexation, seeking its dismemberment. Herein is a great, probably the principal, source of the Russian hostility which, in striking contradiction to the traditional policy of his Government, Mr. de Witte has so frankly revealed. As the conflict is irrepressible beyond a doubt, we thank the honorable minister for assisting us to enter it with open eyes and without remaining particle of the 'traditional friendship' myth which has so long beguiled so many of our people."

The New York *Journal of Commerce* makes this comment:—
"Of course Russia has a right to impose any duties it likes upon imports; we have the same right and make pretty free exercise of it. But a discrimination against our goods as compared with those of other countries is a very different thing; it is subject to the agreements of commercial treaties, and to those Secretary Gage has called the attention of Secretary Hay. To retaliate upon us for levying a duty on Russian oil, which is loved solely because Russia has already levied a duty on our oil, is the most impudent act that a government could perform. Of course this petroleum allegation would never have arisen but for the sugar controversy. In regard to sugar we are treating Russia precisely as we are treating other countries; we are simply offsetting her bounty as we offset the bounty allowed by all countries that assist exports, and putting Russian sugar on an equality with German, French, Austrian, Dutch, and Italian sugar. Russia is attempting by the use of her tariff, as she has attempted elsewhere by the use of troops, to secure exclusive privileges for her trade. By shifting the burden of the export bounty on sugar from the public treasury to the pockets of the domestic consumers, Russia seeks to pose as a non-bounty-paying country at the very moment that she is participating in conferences of the bounty-paying countries and objecting to the abandonment of the bounty system. Of course if Russia did not pay a bounty she would be more anxious than any other country to have bounties abolished; yet she is the one one-sidedly the abolition of the wasteful system. And if we defeat her efforts to secure special privileges for her exports, then she will attack our trade wherever she sees a chance. Valuable as our Russian trade is, our national self-respect is worth much more to us."

and proved his unfitness for serious responsibility of any kind. It had been indicated that Admiral Sir John Fisher had approved of it, but having worked with the Admiral he refused to believe it for a moment. The Navy League and Mr. Arnold White were the two sources in which this agitation had originated. In his opinion the House was gradually losing its control over the Admiralty, a tendency which should be corrected. This was not a time to ask for more naval expenditure, for he found that the French, German, and Russian estimates amounted to just about the total amount of our own naval expenditure for the present year, including the expenditure on naval works which had not yet been sanctioned.—*Pall Mall Gazette*.

NOTANDA.

CALENDAR.

AUGUST.
Meteorological means based on fifteen years' observations to 1898.
Barometer.....29.755
Thermometer.....81.0
Humidity.....83.
Rainfall.....13.482

YESTERDAY.

WEATHER REPORT.
On date at 4 p.m.
Barometer.....29.60
Thermometer.....85
Humidity.....72
Rainfall.....58

TO-DAY.

Saturday, 3rd August, 1901.

Chinese—19th of 6th moon of 27th year of Kwang-su.

Sun—Rises.....5hr. 19min.
Sets.....6hr. 53min.
Moon—In Equator 5hr. a.m.

High water—Morning.....10hr. 20min.
Afternoon.....11hr. 2min.
Low water—Morning.....5hr. 2min.
Afternoon.....5hr. 4min.

ANNIVERSARIES.

1460—James II. of Scotland killed.
1899—Canada decided not to increase Chinese poll tax.

TO-MORROW.

Sunday, 4th August, 1901.

Chinese—20th of 6th moon of 27th year of Kwang-su.

Sun—Rises.....5hr. 20min.
Sets.....6hr. 52min.
Moon—In Equator 5hr. a.m.

High water—Morning.....11hr. 9min.
Afternoon.....6hr. 0min.
Low water—Morning.....5hr. 43min.
Afternoon.....5hr. 40min.

ANNIVERSARIES.

1265—Death of Simon de Montfort.
1842—British fleet arrived before Nanking.
1853—Murder of the Captain Officers and Passengers of the *Ararat* by the Chinese crew.
1899—Revised Treaties with Japan came into operation.

AGENDA.

TO-DAY.
Cargo ex Lightning subject to rent.
Australian Vaudeville Company.

TO-MORROW.
CHURCH SERVICES.
St. John's Cathedral:—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.
Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m. and 9.30 a.m. Benediction, 5 p.m.
German Bethesda Chapel, West Point:—Morning Service, 11 a.m.
St. Francis' Church, Wanchai:—Mass (Chin.) 6 a.m., (Port.), 7.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road:—Morning Service (English), 9 a.m.
St. Anthony's Chapel, West Point:—Mass, 8 a.m.
 Wesleyan Methodist Church:—Services, 10.30 a.m. and 5.45 p.m.
Union Church:—Services, 11 a.m. and 6 p.m., St. Peter's Church.
West Point.

Ninth Sunday after Trinity (August 4th), Matins (11 a.m.).
Hymn, 4; Venite (Macfarren); Te Deum, Henley; Jubilate, Smart. Hymns 38, 321, 205.
Evensong, (6.30 p.m.).
Hymns 17; Magnificat Bentinck; Nunc. Dimitio Grotch. Hymns 45, 326, 27.
Cargo ex Bombay subject to rent.

MONDAY, 5th.
Bank Holiday.
(About) New York line steamer *Arara* leaves for New York via Suez Canal.
Cargo ex *Tamba* subject to rent.
Cargo ex *Hercules* subject to rent.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

August 1st.
Mr. C. F. Milne, acting chief officer, *Chefoo* has gone 2nd officer, *Foochow*.
Mr. D. A. McKay, chief officer; *Szechuen*, is transferred to the *Tungchow*.
Mr. C. F. Maundrell, chief officer, *Nankin*, is transferred to the *Szechuen*.
Mr. P. Blair, supernumerary 2nd engineer, *Pekin*, has been transferred to the *Chungking*. Since appointed 2nd engineer *Wuchang*.
Mr. A. Austin, 3rd engineer, *Wuchang*, is transferred to the *Chungking*.
Mr. T. E. Taylor has gone acting 3rd engineer, *Wuchang*.
Mr. P. Hamilton has gone acting 3rd engineer, *Chungking*.
Mr. R. McLellan, 3rd engineer, *Chungking*, is on leave.
Mr. J. H. Woolcott, 2nd officer, *Foochow*, has been appointed chief officer, *Chefoo*.
Mr. H. B. Cochran, chief officer, *Tungchow*, is transferred to the *Nankin*.
Mr. M. Bryan, 2nd officer, *Nankin*, has gone acting chief officer, *Kwelin*.
Mr. J. S. McGavin, chief engineer, *Wuchang*, has been transferred to the *Kwelin*.
Mr. A. M. Morton, chief officer, *Kwelin*, is on leave.
Mr. W. Jack, acting 2nd engineer, *Wuchang*, has resumed duty as 3rd engineer.
Mr. J. Hildred, chief engineer, *Kwelin*, is transferred to the *Wuchang*.
Captain J. Wheeler, *Pechili*, has been appointed 2nd wharfinger, Associated Wharves, Hongkong.

August 3rd.
Mr. Reynolds, chief officer, *Fooksang*, is captain *Ar. ten* to the *Pechili*.
Mr. Marsh, 2nd officer, *Fooksang*, is promoted chief officer.
Mr. D. Shearer has joined the same steamer *Ar. ten* as an officer.

SHIPPING REPORTS.

Captain G. A. Gordon, of the steamship *Feiching*, from Hoihow, reports:—Variable winds and fine.

Captain McDonnell, of the steamship *Robur*, from Penang, reports:—Fine weather throughout.

Capt. W. E. Saver, of the steamship *Ting Sang*, from Moji, reports:—Moderate W.S.W. breezes, fine and clear.

Capt. J. Narasaki, of the steamship *Tsurugitani*, from Kutchinotzu, reports:—Light S.W. breeze and fine weather with smooth sea.

Captain Brady, of the steamship *Taisang*, from Shanghai and Swatow, reports:—Light variable winds, and fine clear weather to Swatow, from there to port, strong W.S.W. winds.

Captain R. Anderson, of the steamship *Knokang*, from Newchwang, and Chefoo, reports:—Left Newchwang on the 26th ulto., and Chefoo on the 28th, had light winds and fine weather throughout.

SHIPPING AND MAIL NEWS.

MAILED DUE.
German (*Princess Irene*) 4th instant.
American (*Doric*) 6th instant.
Australian (*Eastern*) 6th instant.
German (*Stuttgart*) 7th instant.
Indian (*Kamsang*) 8th instant.
American (*Nippon Maru*) 14th instant.
Canadian (*Empress of India*) 20th instant.
American (*Peru*) 22nd instant.

The steamer *Eastern*, from Sydney, &c., left Manila to-day for Hongkong.

The P. & O. S. N. Co.'s steamer *Nankin* left Bombay for this port on the 1st inst.

The J. M. & Co.'s steamer *Kamsang* from Calcutta and the Straits left Singapore for this port on 2nd inst., at 4 p.m.

The P. M. S. S. Co.'s steamer *Peru* with mails &c., left San Francisco for this port via Honolulu, Yokohama, Island Sea, Kobe, Nagasaki and Shanghai, 25th ulto.

HONGKONG AND WHAMPOA DOCK RETURNS.
Sithan at Kowloon Dock.
Y. Sontan " " "
Canton River " " "
Zaire " " "
Toued " " "
Calcutta Cosmopolitan " "
D. J. de Austria " " "
Petrarch Aberdeen " "

Arrivals.
FOOK SANG, British steamer, 991, R. Y. Anderson, 2nd Aug.—Newchwang 20th July, and Chefoo 28th, General.—Jardine, Matheson & Co.
DR. HANS JERG KIER, Norwegian steamer, 601, H. Larsen, 2nd Aug.—Chefoo 27th July, Beans.—Wing Tai.
GERMANIA, German steamer, 1713, A. Bendixen, 2nd Aug.—Bangkok 26th July, and Hoihow 1st Aug., Rice.—Jensen & Co.
ROBERT DICKENSON, British steamer, 1331, McDonnell, 2nd Aug.—Penang 25th July, Petroleum Oil.—Arnhold, Karberg & Co.
TARTAR, British steamer, 2768, E. Beetham, 3rd Aug.—Vancouver, B.C. 6th July, General.—C. P. R. Co.
TSUKUGISAN MARU, Japanese steamer, 4,128, J. Narasaki, 3rd August.—Kutchinotzu 28th July, Coal.—Mitsui Bussan Kaisha.
FEICHING, British steamer, 980, G. A. Gordon, 3rd Aug.—Hoihow 2nd Aug., General.—A. R. Martz.
UMTA, British transport, 3,450, R. W. Glimbitt, 3rd Aug.—Calcutta 21st July, Ballast.—Admiralty.
TING SANG, British steamer, 1,015, W. E. Saver, 3rd Aug.—Moji 28th July, Coal.—Jardine, Matheson & Co.
WING SANG, British steamer, 1,517, T. H. Sellar, 3rd Aug.—Canton 2nd August, General.—Jardine, Matheson & Co.
TAISANG, British steamer, 1,547, Brady, 3rd Aug.—Shanghai 30th July, and Swatow 2nd Aug., General.—Jardine, Matheson & Co.

Clearances at the Harbour Office.
Hongkong Maru, Japanese str., for Nagasaki.
Mara Koh, German str., for Shi-wui-yau.
Kangberg, German str., for Swatow.
Thales, British str., for Swatow.
Daijin Maru, Japanese str., for Swatow.
Fookang, British str., for Canton.
Onsang, British str., for Hongay.
Tantulus, British str., for Kobe.
Holstein, German str., for Saigon.
Sungking, British str., for Manila.
Hoihow, French str., for Hoihow.
Kwongke, British str., for Shanghai.
Tsuniguan Maru, Jap str., for Kutchinotzu.
Pak Kong, British str., for Canton.
Jacob Dierichsen, German str., for Hoihow.
Hoihow, British str., for Canton.
Wo Ping, Chinese steam-launch, for Wuchow.
Wingsang, British str., for Shanghai.
Dr. H. Kier, Norwegian str., for Canton.
Taikeong, German str., for Hongay.
Petrarch, German str., for Saigon.
Feiching, British str., for Haiphong.
Telemachus, British str., for Saigon.

Mails.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TOSA MARU* S. J. G. Parsons	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 5th August, at 4 P.M.
SADO MARU W. Thompson	MARSEILLES, LONDON & ANT- WERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 9th August, at Daylight.
MIKE MARU M. Yagi	MOJI, KOBE and YOKOHAMA.	TUESDAY, 13th August, at Noon.
KAMAKURA MARU* H. Petersen	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 19th August, at 4 P.M.
SANUKI MARU W. Townsend	KOBE and YOKOHAMA	FRIDAY, 16th August, at Daylight.
HIROSHIMA MARU T. Murai	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 16th August, at Noon.
KAWACHI MARU J. S. Thompson	MARSEILLES, LONDON & ANT- WERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 23rd August, at Daylight.
KASUGA MARU H. Fraser	MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 23rd August, at 4 P.M.
ROSETTA MARU N. Tate	NAGASAKI, KOBE and YOKO- HAMA	FRIDAY, 23rd August, at Noon.
HAKATA MARU F. L. Sommer	KOBE and YOKOHAMA	FRIDAY, 30th August, at Daylight.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hono- lulu)	Saturday, 24th Aug. at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hono- lulu)	Tuesday, 17th Sept. at Noon.
HONGKONG MARU (via Shanghai, Naga- saki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 12th Oct. at Noon.

THE Twin Screw Steamship

"NIPPON MARU."

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 24th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 3rd August, 1901.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having Established a REGULAR SERVICE of STEAMERS from SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the

GREAT NORTHERN RAILWAY LINES of the UNITED STATES, are prepared to contract for the conveyance of Goods from the Pacific Coast and Interior

Points of U.S.A. to the ORIENT.

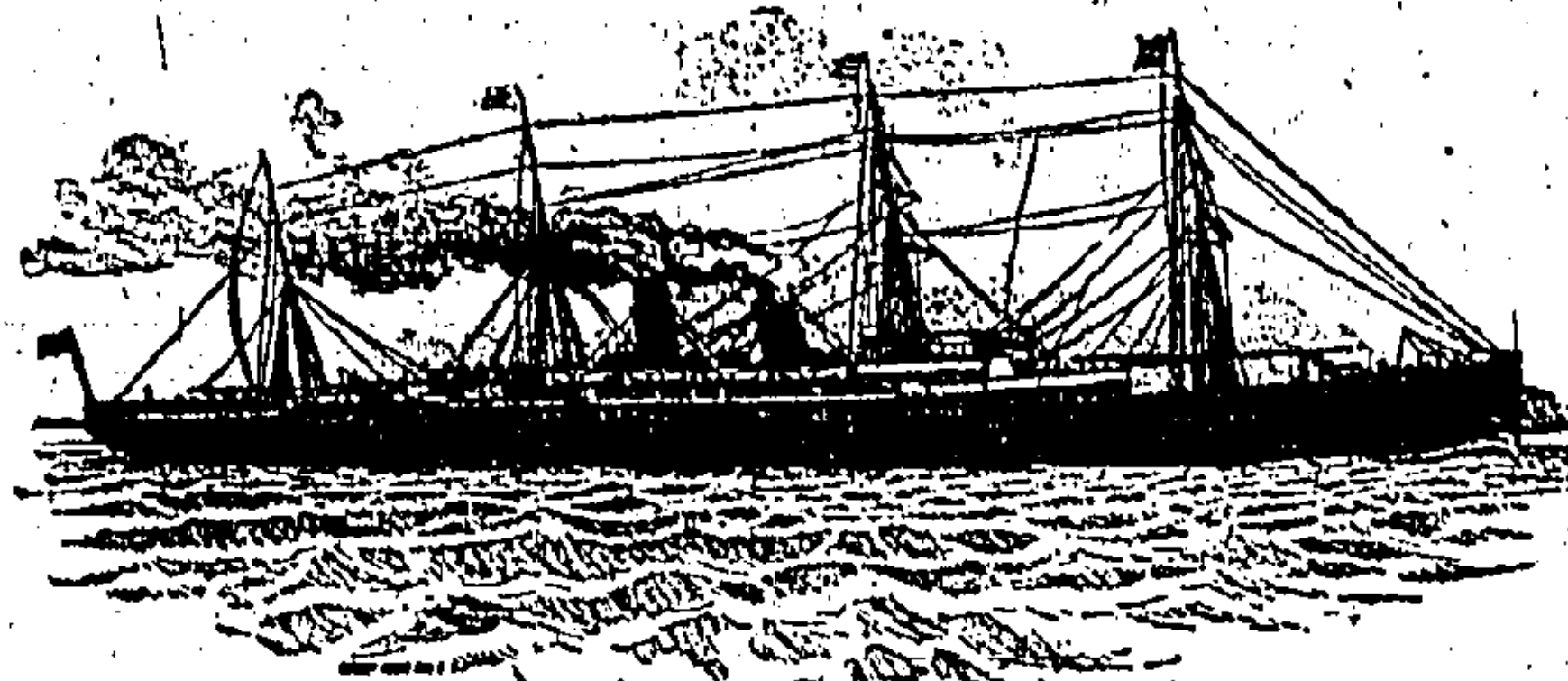
For further Particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK: To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits; FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & Co., Agents.

Hongkong, 26th July, 1901. [793c]

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	TUESDAY, 6th August, at Noon.
"DORIS"	THURSDAY, 15th August, at Noon.
"PEARU"	SATURDAY, 31st August, at Noon.
"COPILO"	TUESDAY, 10th September, at Noon.
"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GABRIO"	WEDNESDAY, 2nd October, at Noon.

THE P. M. Company's Steamship "CHINA," will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 6th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

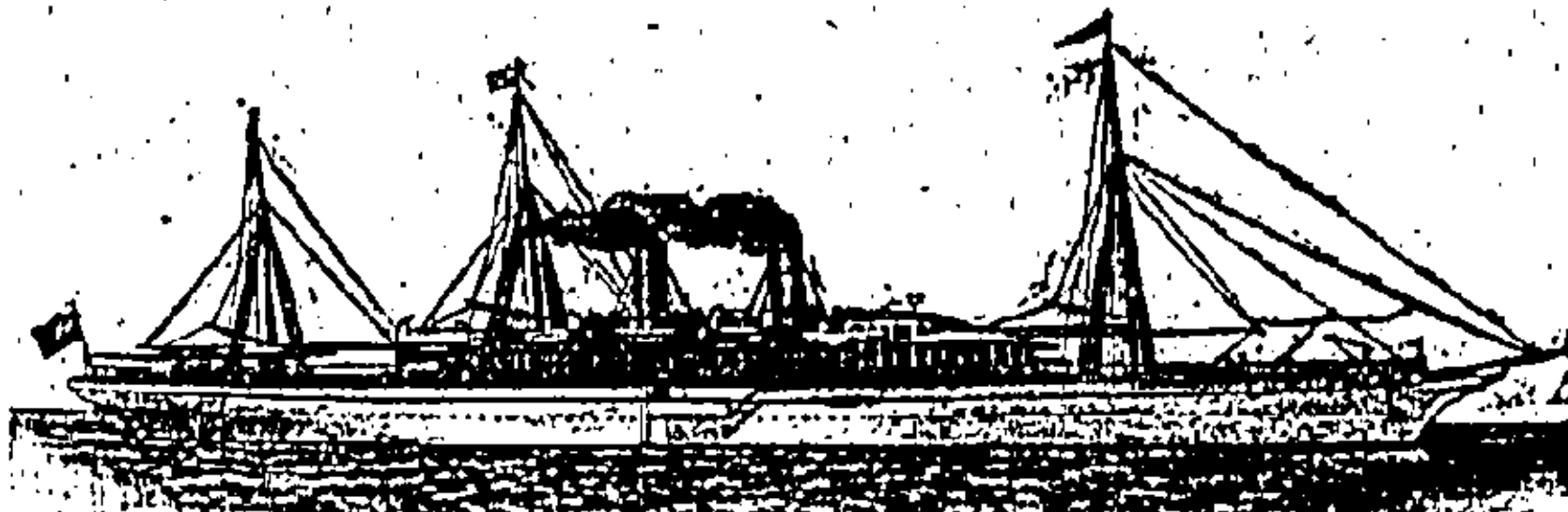
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 1st August, 1901.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 7th August.
EMPEROR OF CHINA...Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 28th August.
EMPEROR OF JAPAN...Comdr. H. Pybus, R.N.R.	WEDNESDAY, 25th September.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 17th July, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ACILIA	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	9th August
ALEXANDRIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	27th Aug.
SIBIRIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	10th Sept.
ANDALUSIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	21st Sept.
ARABIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	5th October.
ARAGONIA	NEW YORK via SUEZ CANAL. End of August or beginning September.	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 27th July, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR	STEAMERS.	TO SAIL.
FOOCHOW and SHANGHAI	"WHAMPOA"	7th instant.
KOBE and MOJI	"NINGPO"	9th instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is on board.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 2nd August, 1901.

OCEAN STEAMSHIP COMPANY.
OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"IDOMENEUS"	9th August.
" "	"ORESTES"	13th August.
" "	"AJAX"	20th August.
" "	"TYDEUS"	26th August.
" "	"PYRRHUS"	4th September.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"DEUCALION"	6th August.
" "	"PELUS"	20th August.
" "	"STENTOR"	27th August.
LIVERPOOL (DIRECT)	"PATROCLOS"	10th August.

(Taking Cargo at LONDON RATES.)

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 3rd August, 1901.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR
SHANGHAI, NAGASAKI, HIOGO AND
YOKOHAMA.

THE Imperial German Mail Steamship

"PRINCESS IRENE."

of the NORDDEUTSCHER LLOYD.
Captain P. Weitin, due here with the out-
ward German Mail about MONDAY, the
5th instant, will leave for the above Places about
24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
Agents.

Hongkong, 1st August, 1901. [22c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

MANILA, SINGAPORE, BOMBAY, PORT
SAID, FUME AND TRIESTE.(Taking Cargo at through Rates to the BRAZILS,
BLACK SEA, LEVANT, VENICE and ADRIATIC
PORTS).

THE Company's Steamship

"MELPOMENE."

Captain Matcovich, will be despatched as above
on TUESDAY, the 6th August, P.M.For Information as to Passage and Freight,
apply toSANDER, WIELER & Co.,
Agents.

Hongkong, 25th July, 1901. [756c]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with
THE OREGON RAILROAD AND
NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELL," "INDRAPURA,"
and
"KNIGHT COMPANION,"
between
HONGKONG and PORTLAND (Or.)
Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,
and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION."

will be despatched for PORTLAND (Or.)
on WEDNESDAY, the 7th August, at 3 P.M.Through Bills of Lading issued to Pacific
Coast Ports and all Eastern, Canadian and
United States Ports.For through Rates of Freight and further
Information, communicate with or apply toALLAN, CAMERON,
General Agent,
or to
SHEWAN, TOMES & CO.
Hongkong, 30th July, 1901. [765c]THE OSAKA SHOSEN KAISHA,
LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU."

Captain K. Sudzuki, will be despatched for the
above Ports, on WEDNESDAY, the 7th August.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 24th July, 1901. [226c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEEN-
SLAND PORTS, and taking through Cargo
to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"GUTHRIE."

Captain McArthur, will be despatched as above
on THURSDAY, the 15th August, at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.This Steamer is installed throughout with the
Electric Light.A Stewardess and a duly-qualified Surgeon
are carried.Return Tickets issued by this Com-
pany to and from AUSTRALIA, are available for
return by the Steamers of the CHINA NAVI-
GATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 27th July, 1901. [798c]

FOR VLADIVOSTOCK.

CALLING AT SHANGHAI IF INDUCEMENT
OFFERS.

THE Steamship

"TAIFU."

shortly due, will be despatched as above.
For Freight and other Information, apply toDODWELL & CO., LIMITED,
Agents.

Hongkong, 2nd August, 1901. [829c]

THE OSAKA SHOSEN KAISHA,
LIMITED.FOR TAMSUI VIA SWATOW & AMOY.
THE Company's Steamship

"DAIJIN MARU."

Captain T. Ogata, will be despatched for the
above Ports, TO-MORROW, the 4th instant,
at Noon.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 1st August, 1901. [226c]

SHEWAN, TOMES & CO.'S
"NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA."

Captain Williamson, will be despatched for the
above Port, on or about the 5th August.

To be followed by the

S.S. "ATAKA,"
on or about 15th September.

For Freight, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 20th July, 1901. [527c]

THE OSAKA SHOSEN KAISHA,
LIMITED.FOR FOOCHOW VIA SWATOW AND
AMOY.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsumi, will be despatched for the
above Port, on WEDNESDAY, the 14th August,
at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 31st July, 1901. [321c]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

TO
VICTORIA (B.C.) and SEATTLE.Calling also at TACOMA and carrying Cargo
on through Bills of Lading to NEW YORK
and other points of the United
States in connection
with the
GREAT NORTHERN RAILWAY Co.'s
LINES.

THE Steamship

"YANGTSE."

Tons 6,457. Commander H. L. Allen,
is due here on 6th August, and will have quick
despatch.For Rates of Freight and further Particulars,
apply toJARDINE, MATHESON & Co.,
Agents.

Hongkong, 19th July, 1901. [767c]

SAILING VESSELS.

FOR NEW YORK.

THE 3/4 A. I. I. American ship

"I. F. CHAPMAN,"
shortly expected here from KOBE, will load for
the above Port and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 2nd July, 1901. [698c]

FOR NEW YORK.

THE 3/4 A. I. I. American ship

"MANUEL LLAGUNA,"
will load during September and October, sail-
ing about 25th October.

For Freight, apply to

"LOVE IN SLEEPY CAMP."

BY JACK EATON.

It was too hot for work in "Sleepy Camp," so nearly all the men had given it up for the day and lounged into Zeb's saloon to have a smoke and a drink.

Though it was getting well on in the afternoon the sun was still blazing hot and there wasn't a breath of air to move the red dust. In a little shanty, not far from the saloon, sat two young diggers, both tall, well-built men, but one handsome, the other ugly—hence their nicknames, Bob the Beauty and Ugly Sam. Sam sat in the corner of the window, through which could be faintly heard the laughing and singing at Zeb's. Bob sat on the table swinging his legs.

"It's a treat to get out of that scorchin' sun," said Ugly, pulling a pipe out of his pocket and knocking the ash on the floor.

"Yes," agreed the Beauty, stretching his arms and yawning fearfully.

"We've had a grand day, haven't we, Beauty?" asked Sam, striking a match on his boot.

"Yes," answered Bob, shutting his big mouth with a snap.

"You seem to take it awful quiet—you don't seem to grasp that we've two pardners—have found the biggest nugget ever dug up in 'Sleepy Camp.'"

"Oh, yes, I do," replied Bob, kicking so hard at the table leg that it seemed more than likely the rickety old thing would give way.

"Let's have another look at it!"

So saying, Sam jumped in his feet and took a key out of his pocket, crossed to a large chest that was standing up against the wall, fitted it in the lock and threw back the lid with a bang.

It was a nugget—goodness knows how much it was worth.

"Isn't it grand," cried Sam, falling on his knees and patting it affectionately with his hand.

"I should just say it was," said Bob, slipping off the table to have a look over Ugly's head.

"Another half as big as that and we'd made for life," and Sam closed the lid and locked it, putting the key carefully back into his pocket.

Bob crossed to the table and took up his former position.

"Ours has turned out a trump of 'er claim," he said.

Sam nodded his head and replied:

"Rather!"

"What'll yer do when yer have enough—give up work?" asked Bob.

"I might think of doing so," answered Sam, relighting his pipe.

"Might get married, eh?"

"Maybe."

Bob slipped down off the table once more and went to the door—opened it and looked out.

Two or three miners were passing on their way to their shanties, they greeted him with "Good evening, Beauty!" and walked on.

Bob kicked the door to and strode across to Sam, who was still puffing at his pipe.

"Look here, Ugly," said Bob, "it's no good us two goin' on like this, is it?"

"No," replied Sam, rising from his seat.

"What's ter be done?"

Sam shook his head.

"Bout Lil, I mean," explained Bob.

"I know what yer mean, Beauty," and Sam looked intently at the floor as if thinking.

"Who does she like the best of us two?" asked Bob.

"Can't say—the one she's talkin' to at the time, I guess."

"Look here, Ugly," said Bob, "We've always been good pals, we've not had rows like Hachet and Black George, and it's a pity we should start now, especially 'bout a woman."

"Yer right enough there," agreed Sam.

"Now, we both love Lil," continued Bob, and there was a perceptible catch in his voice at the word "love," and we think she cares for us both just about the same."

"Yes."

"Well, if one were to go, the one left would most probably have 'er—eh?"

"Which to go?" asked Bob.

The two men looked at each other—there was silence for a moment except for the distant laughing—then Sam felt in his pocket for something and said:

"Yer see this dollar piece? Well, it may sound a bit wrong to spin for her, but listen, Beauty, one of us two has ter go. I'll throw this coin up, you call, and if yer right I'll pack, but if yer wrong I'll stay."

Bob bit his lips.

"Is it a go?" asked Sam.

"And the one that goes, does he take his share?" Bob asked.

"He takes that," answered Sam, pointing to the chest. "If yer call right yer have Lil—and I the nugget, but if wrong yer go with the nugget and I stay with the gal."

"It seems a bit funny—"

"But," interrupted the other, "it's a way out of the wood. If we both stay there'll be shootin'."

"All right, Ugly, it's a bargain," Bob drew a long breath, "We'll stick by the spin of that red dollar."

"We will. Shall I throw?" asked Sam quietly.

"Yes," came from Bob in the same tone.

"Call while it's high," said Sam, and up went—spinning round and round in the air.

"Woman!" cried Bob.

Down it came and rolled on the floor and rolled into a corner of the room.

"See what it is," said Sam.

Bob crossed hesitatingly and peered down into the corner.

"It's heads," he cried, "I've lost."

"And I've won," cried Sam, rushing over to the place and picking up the dollar, "my dear old lucky coin," and he put it to his lips and kissed it, then went to Bob who was looking out of the window.

"Shake 'I," he said, holding out his hand.

Bob turned and took it, gripping hard.

"Here's the key of the chest—yup've got the nugget," said Ugly Sam.

"Yes—that's right enough," replied Bob the Beauty with a choke; "I'll be off in the morning."

It was early when Bob got up next morning—so early that there was only a very faint light in the east—but he hadn't slept a wink, so it was as good as tossing about for another hour or so.

He unlatched the door of the shanty as noiselessly as he could, for fear of waking Sam, who was snoring away on his back, and slipped out into the open. He wanted to have a last look round, and straighten things up for his going—he'd have to make some excuse to the boys, he thought, they'd think it so strange, and so he walked down the claim.

Although he had gone out so quietly, the click of the latch had been enough for Sam, who woke to find himself laughing, positively laughing, he was so happy.

He didn't get up immediately, but lay there planning his future happiness. He was sorry for Beauty, but perhaps the nugget would be some consolation to him, besides he didn't think Bob liked the girl as much as he did.

Quite an hour passed before he dressed himself a bit smarter than usual, and went

out. He even picked a little yellow flower that was growing amongst the grass by the side of the track, and put it in his buttonhole. He had been walking for some time, now and then breaking into song in his deep rough voice, and hardly noticing when he went—till he looked up and found himself by Peep Hollow some way out of camp, so he sat down with his back against a big pine and lit a pipe.

"As happy as a king I'd be," he started to sing between the puffs of smoke—when he stopped suddenly, for coming along the path towards him he saw a slight figure in a big straw hat. His heart gave a bound—it was Lil!

Ugly sat very still as she approached and she didn't see him, being very interested in something she was talking to—she strained his ears to listen.

"You dear, dear, old fellow—how I love you—better than all the world—Sleepy Camp thrown in."

It was a photo-picture she addressed these remarks to, Sam could make that much out.

"There, back to your little hiding place and nobody knows nothing about yer." So saying she kissed it and slipped it into the front of her blouse, then, turning from the path, cut off through the pines.

Sam had stopped his song to listen, and it was some moments before he thought of getting up to follow her, but he did after a time, and tried to make out the way she had gone.

He had been breaking through the undergrowth for a few minutes when he saw something on the ground a few yards ahead.

"It's the picture she had," said Sam to himself, so he forced his way through to the spot where it lay. It was face downwards—he picked it up and turned it over—it was the Beauty's.

Sam let it fall with a half stifled cry and put his hand to his throat, then kicked his way out to the crack again and made for the shanty.

He met two or three of the boys who were out to work, but he never raised his head to their greetings. Reaching the hut he pushed the door open and stumbled in. Bob hadn't returned (his things were still unpacked), he took a long time to say good-bye to his friends.

Sam dropped into a chair and stared hard at the door—then he jumped up and rummaged in the locker for something and returned to the table with a dirty piece of paper and a little stump of a pencil.

"He sat down and, then, with his great heart like a lump of lead, wrote, in a very illegible hand:

Dear Beauty,

Your sure ter be knocked when yer see this, but you'll be glad. We tossed fair and square for the gal, and I thought she would like me in prof. ter you. An' well, I soon found out my mistake so I'm goin' instead of you.

The 'ran ements were that if one had Lil the other had the nugget—so being, it belongs ter me, but I ain't goin' ter take it—you'd ave ter wait a time 'fore yer find another—'p'raps never—I don't want it. Yer stay—I go.

Still always yer mate and pard, Ugly Sam.

Leaving this scrawl upon the table Sam put a few belongings into a bundle and went out—slamming the door.

As he threw the bundle over his shoulder he noticed the little yellow flower in his buttonhole. He took it out and threw it away, it hit his pipe, and turned his back on Sleepy Camp—*Hungton Times.*

THE TERRIBLE POTTLERS CRIME.

Public opinion in France has been everywhere horrified by the fearful "sequestration case" at Pottiers, and the inhabitants of the latter town, writes a Paris correspondent, have been literally revolted on by the discovery of the terrible tale of torture (the imprisonment of a girl by her mother and brother for 25 years) which has been enacted in their midst for the past quarter of a century without any suspicion of the truth ever having been aroused. Crowds stand continually outside the house where the unfortunate victim was confined, and violent demonstrations have been made against the mother and brother, now in prison. Popular indignation is increased by every fresh disclosure in the case. According to all accounts the story of the woman's sufferings has been, if anything, understated, and not in the least exaggerated. Marks on the walls and doors have been found showing that at some time, probably four or five years ago, she made repeated and desperate efforts to escape. Since then she appears to have given up the hope of freedom, and to have sunk into a state of stupor produced by confinement.

Further details given of the condition in which she was found are too distressing to be repeated. It is sufficient to say that the police officers and the Procureur of the Republic nearly fainted after staying in the polluted atmosphere of the den, and that the nurses had to summon all their courage before they could make up their minds to touch the body of the unhappy victim in order to clothe her decently before conveying her to the hospital. The patient is doing wonderfully well, considering her experience, and it is clear that she is not, and never was, actually insane, as alleged by her unnatural mother and brother. When placed near the hospital windows she never ceases to express wondering admiration of the beauties of the fields and country which she sees.

Most extraordinary are the revelations to which the police inquiry into the circumstances of the case have led. To begin with, the behaviour of the two prisoners charged with the crime is, according to the official statements, quite incomprehensible. Both, it is ascertained, are totally unconcerned, and do not appear to be aware of the gravity of the accusations brought against them. "Why do those people make such a fuss about all this stupid business?" the mother is reported to have exclaimed petulantly on hearing hostile cries from the crowd outside the window of the prison infirmary where she is confined. It is stated that the old lady, who is very wealthy, is a confirmed miser, whereas her son, particularly when a younger man, was fond of cutting a figure in the best society, in which he has always been received. An incredible but certain fact is, that he used often to give balls and parties in the very house where his sister was shut up, and that dancing and music would go on in a reception-room next to the filthy den wherein she lay.

The exact motives of the inhuman mother and son in imprisoning their daughter and sister remain a mystery, but the story which the examining magistrate is inclined to believe is that of a love affair of the unhappy woman when she was a young girl, twenty-five years ago, which the sordid mother determined to prevent on account of the fiancé's poverty. There is a very grim humour in one further fact revealed by the inquiry. It appears that about twenty years an old female servant of the household acted as wardress to the imprisoned girl on the orders of the latter's mother. In 1875 this woman was proposed by her master and mistress for, and received, a medal of honour from the "Society for Encouraging Virtue," with a diploma bearing the inscription: "Sixty years in service; thirty-two of which were passed in the same household. A true pattern of probity, faithfulness, and devotion."

ENGLISH SPARROWS IN AMERICA.

A correspondent of an American paper writes: It seems that the first attempt to introduce the common English sparrow into America was made in 1853 by a private citizen of Portland, Maine. In the fall of that year he liberated six sparrows, and they immediately made themselves at home in his garden and outbuildings. For a few years these birds and their descendants were seen in and about the town in small squads. These birds multiplied until in the winter of 1871 a flock of them appeared in every near-by town, thus showing their tendency to spread over adjoining territory.

About 1860 twelve birds were imported and liberated near Madison square, New York city, and this was repeated for several seasons. In 1864 the Commissioners of New York liberated fourteen birds in Central Park. About this time numerous persons returning from abroad brought a few birds home and set them at liberty in and about Jersey City. The craze for importing these birds spread, and in 1868 the city government of Boston imported a great number. But the birds had not been carefully handled and they did not thrive, and others were brought over. The birds which survived from these various importations were carefully fed and looked after by the city government.

In 1869 a thousand were imported and liberated in the city of Philadelphia, and soon the birds spread over all adjacent territory. About this time the Smithsonian Institution became interested in bringing these birds to the country, so they imported 300, but most of them died. In 1871 the same institution brought over another lot, and they were successfully cared for.

From this it is seen that the birds have started from a number of points, and were not from one or two importations to New York, as is usually supposed.

Intimations.**IMPERIAL BANK OF CHINA.****WANTED.**

AN EXPERIENCED MAN of business to Act as COMPTROLLER from next China New Year. Full Particulars can be obtained on application to the undersigned.

For THE IMPERIAL BANK OF CHINA, E. W. RUTTER, Manager.

Hongkong, 30th July, 1901. [812c]

WANTED.

A YOUNG FILIPINO with knowledge of English, Spanish and Tagalo, and Accounts in General Wishes to be employed. Apply to

"A.G.E." C/o The Hongkong Telegraph. Hongkong, 30th July, 1901. [813c]

WANTED.

A POST as BOOKKEEPER by a Competent Man. Apply to

"I." C/o This Office. Hongkong, 30th July, 1901. [813c]

WANTED.

A SURVEYOR seeks Employment. Apply to

"U." C/o This Office. Hongkong, 4th July, 1901. [813c]

C. E. WARREN, BUILDING CONTRACTOR, No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED AND FIXED, DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED AND REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. [813c]

NOTICE.

M. R. C. E. WARREN begs to inform his numerous Customers that he will REMOVE his OFFICE to more commodious premises at WYNDHAM STREET (Opposite to the CLUB GERMANIA) on the 1st August next. Hongkong, 23rd July, 1901. [780c]

To be Let.**TO LET.**

(From 1st August next).

N. O. 3, ORMSBY TERRACE—KOWLOON. Apply to

PUN HUNG, 85, Queen's Road Central. Hongkong, 17th July, 1901. [814c]

TO LET.

N. O. 1, STEWART TERRACE—THE PEAK. Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [799c]

TO LET.

GODOWN—No. 5A, DUDDELL STREET. Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [822c]

TO LET.

A HOUSE in RIFON TERRACE. Apply to

BLUE BUILDINGS, No. 3, 2nd Floor. "THE RETREAT" MOUNT KELLY. Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [820c]

Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA," FROM TACOMA, VICTORIA, YOKO HAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED, Agents. Hongkong, 2nd August, 1901. [814c]

Consignees.**NOTICE TO CONSIGNEES.**

THE P. & O. S. N. Co.'s Steamship

"BOMBAY," FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—From London, &c., at S.S. *Perita*.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 4th August, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent. Hongkong, 20th July, 1901. [814c]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"CHINA."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

GEORGE ECKLEY, Acting Agent. Hongkong, 20th July, 1901. [814c]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE," FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 5th August, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st August, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 31st August, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents. Hongkong, 30th July, 1901. [809c]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MOGUL," FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th August, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th August, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th August, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents. Hongkong, 30th July, 1901. [816c]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 3rd instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SASSON, SONS & CO., Agents. Hongkong, 1st August, 1901. [827c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MASSILIA," FROM LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—From London, &c., at S.S. *Victoria*.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case

